

CLASSIFICATION	SECRET	25X1
COUNTRY	East Germany	REPORT NO. 25X1A
TOPIC	Alt Loennewitz Airfield	
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VALUATION		PLACE OBTAINED
DATE OF CONTENT	November 1952 to 4 December 1953	
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DATE OBTAINED		DATE PREPARED 5 January 1954
REFERENCES		
PAGES 2	ENCLOSURES (NO. & TYPE)	
REMARKS		

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1. In 1952 and 1953, [] six hangars and a repair hangar which were in poor condition were located between the spur track and the taxiway at Alt Loennewitz airfield. The repair hangar was at the end of the western curve of the spur track. Scrap and rubbish were scattered next to the hangars. The quartering buildings were in a better condition although their surroundings frequently seemed to be neglected. Four billeting buildings, each about 120 x 30 meters, were located in a square north of the western end curve of the spur track. A north-south road extended through the block of buildings. The officers billets, about seven buildings, were located in the northwestern section of the field, along the approach road. One-family houses were east of this road.
2. A fuel dump with underground fuel containers was located on both sides of the spur track. A wind cone and a cup anemometer were on the third hangar from the east. 1
3. The following air activity and aircraft were observed at the field between 27 October and 3 December:
 - 27 October. Between noon and 4 p.m., there was air activity by a biplane and conventional aircraft. There was cloudless weather and a visibility range of 8 to 10 km. The aircraft flew near the field and at an altitude of 200 to 300 meters.
 - 28 October. Between 7:45 a.m. and noon, ground attack aircraft made local individual flights at an altitude of 300 to 400 meters. There were no clouds and visibility was limited to about 10 km. Around 1 p.m., three twin-engine aircraft took off and assembled in a flight circling once over the field. Between 7:30 p.m. and 8 p.m., local flights were made by twin-engine aircraft.
 - 29 October. No air activity was observed. The weather was unfavorable.
 - 31 October. On the morning, a biplane was repeatedly observed aloft.
 - 1 November. No air activity was observed.
 - 2 November. Between 7:30 a.m. and 8:45 a.m., Il-10s practiced flying in the vicinity of the field. There was a closed ceiling at an altitude of about 1,000 meters and a visibility range of 5 to 6 km. The aircraft came down at an angle of 30 to 40 degrees from an altitude of 500 or 600 meters to 150 or 100 meters. Between 2 p.m. and 4 p.m., individual flights were made by Il-10s and local flights by twin-engine aircraft.
 - 3 November. Between 8 a.m. and 9 a.m., a twin-engine aircraft and a biplane were observed aloft. There was a closed ceiling and a visibility range of 3 or 4 km. Between 2 p.m. and 4 p.m., local flights were made by Li-2s.

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4. The installation on Geschwister Scholl Strasse in Berlin quartered VP Bereitschaft No 3, which consisted of 700 to 800 men, who wore blue uniforms. They were charged with guard missions in Berlin. Numerous VPs who had previously served with the KVP were attached to the unit. VP Bereitschaft Rummelsburg was moving to the building of the VP Inspektion on Seelenbinderstrasse in Berlin-Koepenick. Another VP Bereitschaft was stationed at the former headquarters of the LBDVP Saxony on Dr. Kurt Fischer Strasse in Dresden No 15. This Bereitschaft numbered about 300 men who wore blue uniforms. The unit participated in the search operations for the Czech refugees in the Cottbus area.
5. About late October, a school of the border police moved from Gotha to the former Luftwaffen Kaserne in Suhl. In Suhl, the school was redesignated VP Zentralschule "C". While the school in Gotha was attended by about 150 men, from 200 to 300 students were being trained in Suhl during the reporting period. About the same time a new VP border police school was being set up at the former explosives plant in Doemitz. The school was attended by 200 to 300 students who wore green service color. Infantry and weapons training was observed. An officer school of the border police at a former barracks installation in Sondershausen on the road to Kalbra was attended by about 500 students who wore green service color. The courses given there lasted four months.

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